







Interchange Location	Existing Interchange Type	Proposed Interchange Type	Proposed Interchange Features	Findings		Recommendations
				Engineering	Environmental/Socio-Economic	
23rd Avenue			<ul style="list-style-type: none"> Minor improvements to I-74 ramp terminals and intersections 	<ul style="list-style-type: none"> Existing design features meet current standards and provide acceptable capacity and traffic operations in design year 	<ul style="list-style-type: none"> Improvements can be constructed within existing right-of-way 	Carry Forward
Downtown Moline						
Option M1			<ul style="list-style-type: none"> Improve I-74 ramps to/from south at 7th Avenue; remove ramps to/from north at 7th Avenue Construct new ramps to/from north at 6th Avenue Widen and convert 6th Avenue to two-way street Close 5th Avenue under I-74 Improve ramps to/from north at River Drive 	<ul style="list-style-type: none"> Provides acceptable capacity and traffic operations in design year Provides improved connection to IL 92 for eastbound traffic 	<ul style="list-style-type: none"> Would have least right-of-way requirements Relatively low property impacts and displacements 	Carry Forward
Option M2			<ul style="list-style-type: none"> Improve I-74 ramps to/from south at 7th Avenue; remove ramps to/from north at 7th Avenue Construct new ramps to/from north at 6th Avenue Construct new north-south connector roadway east of I-74 Close 5th Avenue under I-74 Improve ramps to/from north at River Drive 	<ul style="list-style-type: none"> Provides acceptable capacity and traffic operations in design year Provides improved connection to IL 92 for eastbound traffic Less desirable operational features for new SB I-74 to WB IL 92 ramp at 6th Avenue 	<ul style="list-style-type: none"> Would require moderate amount of new right-of-way Relatively low property impacts and displacements 	Dismiss
Option M3			<ul style="list-style-type: none"> Improve I-74 ramps to/from south at 7th Avenue; remove ramps to/from north at 7th Avenue Construct new ramps to/from north at 6th Avenue and 4th Avenue Widen and convert 6th Avenue to two-way street west of I-74 Close 5th Avenue under I-74 Improve ramps to/from north at River Drive 	<ul style="list-style-type: none"> Provides acceptable capacity and traffic operations in design year Provides direct connections to existing IL 92 one-way pair Optimizes traffic circulation in downtown Moline 	<ul style="list-style-type: none"> Would require greatest amount of new right-of-way Relatively higher property impacts and displacements 	Carry Forward

TABLE 2-2a
Interchange Options Evaluation

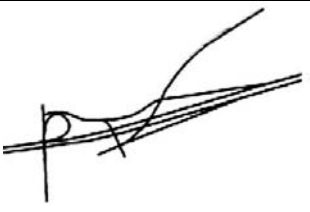
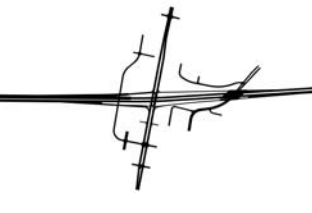

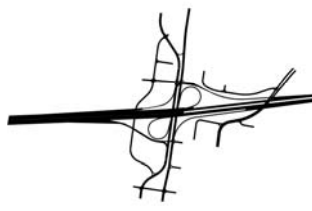
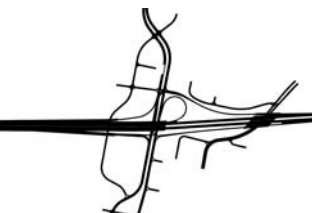
Interchange Location	Existing Interchange Type	Proposed Interchange Type	Proposed Interchange Features	Findings		Recommendations
				Engineering	Environmental/Socio-Economic	
Downtown Bettendorf						
Option B1			<ul style="list-style-type: none"> Relocate NB exit and SB entrance ramps from State Street to Grant Street Provide full-access diamond type interchange at Grant Street Widen and convert Grant Street to two-way street vicinity of the interchange Eliminate NB entrance and SB exit ramps at Kimberly Road Relocate State Street under I-74 to the south and convert to two-way street Close Brown Street and Mississippi/Holmes under I-74 	<ul style="list-style-type: none"> A single access location within Bettendorf would reduce unfamiliar driver confusion within the downtown area Design features would meet current standards Provides acceptable capacity and traffic operations in design year 	<ul style="list-style-type: none"> Would have least right-of-way requirements 	Carry Forward
Option B2			<ul style="list-style-type: none"> Provide improved partial cloverleaf AB interchange at Grant Street with a connection to State Street Maintain US 67 one-way pair Maintain existing State Street SB entrance ramp; eliminate State St. NB exit ramp Eliminate NB entrance and SB exit ramps at Kimberly Road Realign State Street under I-74 Close Brown Street and Mississippi/Holmes under I-74 	<ul style="list-style-type: none"> Access to US 67 EB would be via local connector roads resulting in indirect travel patterns Undesirable vertical grade and ramp merge design on State Street SB entrance ramp due to proximity to river bridge main span Less desirable exit loop-type ramp for NB exit 	<ul style="list-style-type: none"> Would require greatest amount of new right-of-way Disproportionately high property impacts and displacements 	Dismiss
Option B3			<ul style="list-style-type: none"> Relocate NB exit and SB entrance ramps from State Street to Grant Street Create single access point in Bettendorf via a full access partial cloverleaf interchange at Grant Street with entrance loop-type ramps in NW and SE quadrants Widen and convert Grant Street to two-way street in vicinity of the interchange Eliminate NB entrance and SB exit ramps at Kimberly Road Relocate State Street under I-74 to the south and convert to two-way street Close Brown Street and Mississippi/Holmes under I-74 	<ul style="list-style-type: none"> A single access location within Bettendorf would reduce unfamiliar driver confusion within the downtown area Design features would meet current standards Provides acceptable capacity and traffic operations in design year Entrance loop-type ramps in the NW and SE quadrants would allow free flow traffic flow from Grant Street onto I-74 and significantly improve traffic operations along Grant Street 	<ul style="list-style-type: none"> Would require relatively large amount of new right-of-way Disproportionately high property impacts and displacements 	Dismiss
Option B4			<ul style="list-style-type: none"> Relocate NB exit and SB entrance ramps from State Street to Grant Street Create single access point in Bettendorf via full access partial cloverleaf interchange at Grant Street with entrance loop-type ramp in NW quadrant Widen and convert Grant Street to two-way street in vicinity of the interchange Eliminate NB entrance and SB exit ramps at Kimberly Road Relocate State Street under I-74 to the south and convert to two-way street Close Brown Street and Mississippi/Holmes under I-74 	<ul style="list-style-type: none"> A single access location within Bettendorf would reduce unfamiliar driver confusion within downtown area Design features would meet current standards Provides acceptable capacity and traffic operations in design year Entrance loop to I-74 SB would allow free flow traffic flow from Grant Street westbound onto I-74, improving traffic operations along Grant Street 	<ul style="list-style-type: none"> Would require relatively low amount of new right-of-way Relatively low property impacts and displacements 	Carry Forward

TABLE 2-2b
Interchange Options Evaluation

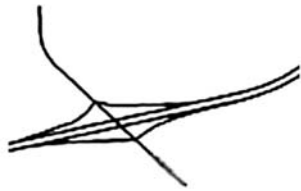
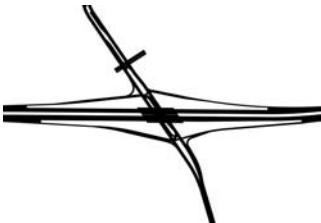
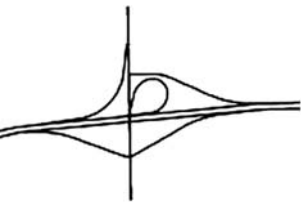
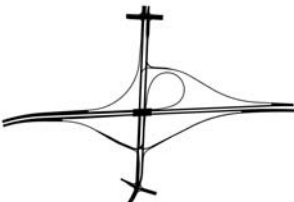
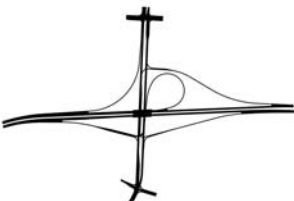
Interchange Location	Existing Interchange Type	Proposed Interchange Type	Proposed Interchange Features	Findings		Recommendations
				Engineering	Environmental/Socio-Economic	
Middle Road			<ul style="list-style-type: none">Minor improvements to I-74 ramp terminals and intersectionsRelocate Duck Creek Plaza entrance to the west	<ul style="list-style-type: none">Design features meet current standardsProvides acceptable capacity and traffic operations in design year	<ul style="list-style-type: none">Improvements can be constructed within existing right-of-way	Carry Forward
US 6 (Spruce Hills Road)						
Option 1			<ul style="list-style-type: none">Minor improvements to I-74 ramp terminals and intersectionsWiden US 6 through interchange area	<ul style="list-style-type: none">Design features would meet current standards and provide acceptable capacity and traffic operations in design yearWould not improve the undesirable spacing between the I-74 east ramp intersection and the Utica Ridge Road intersection	<ul style="list-style-type: none">Improvements can be constructed within existing right-of-way	Carry Forward
Option 2			<ul style="list-style-type: none">I-74 ramp terminal improvements and ramp intersection improvementsRealign NB exit and NB entrance ramps to the westWiden US 6 through interchange area	<ul style="list-style-type: none">Design features would meet current standards and provide acceptable capacity and traffic operations in design yearBy shifting the I-74 northbound ramps to the west, intersection spacing would be improved enhancing weaving operations along US 6	<ul style="list-style-type: none">Improvements can be constructed within existing right-of-way	Carry Forward

TABLE 2-2c
Interchange Options Evaluation

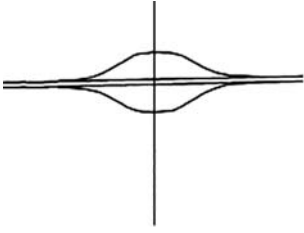
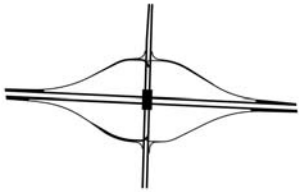
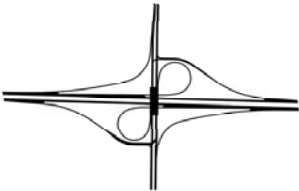
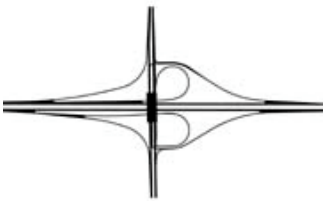
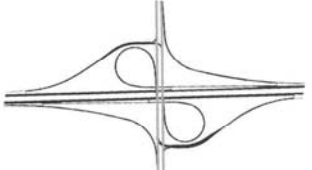
Interchange Location	Existing Interchange Type	Proposed Interchange Type	Proposed Interchange Features	Findings		Recommendations
				Engineering	Environmental/Socio-Economic	
53rd Street						
Option 1			<ul style="list-style-type: none"> Maintain existing diamond type interchange with minor terminal and intersection improvements Widen 53rd Street through interchange area 	<ul style="list-style-type: none"> Dual left turn lanes would be required to provide acceptable capacity and traffic operations in design year Limited reserve capacity to accommodate traffic growth beyond current 2025 design year forecasts 	<ul style="list-style-type: none"> Improvements can be constructed within existing right-of-way 	Dismiss
Option 2			<ul style="list-style-type: none"> Reconstruct and convert interchange to partial cloverleaf type with entrance loop-type ramps in NW and SE quadrants Improve ramp intersections Widen 53rd Street through interchange area 	<ul style="list-style-type: none"> Dual entrance ramps would provide better traffic operations than single entrance ramps Loop ramps would eliminate need for left turns onto I-74, improving traffic operations along 53rd Street 	<ul style="list-style-type: none"> Improvements can be constructed within existing right-of-way 	Carry Forward
Option 3			<ul style="list-style-type: none"> Reconstruct and convert interchange to partial cloverleaf type with entrance and exit loops in NW and NE quadrants Improve ramp intersections Widen 53rd Street through interchange area 	<ul style="list-style-type: none"> Loop ramps would eliminate left turns for two of the highest traffic movements within the interchange NB to WB exiting loop traffic will stop at a signalized intersection. This will eliminate a potential weaving conflict between the loop ramps Undesirable exit loop-type ramp for NB to WB exit Dual entrance and exit ramps would provide better traffic operations than single ramps 	<ul style="list-style-type: none"> Improvements can be constructed within existing right-of-way 	Carry Forward
Option 4			<ul style="list-style-type: none"> Reconstruct and convert interchange to partial cloverleaf type with exit loops in NW and SE quadrants Improve ramp intersections Widen 53rd Street through interchange area 	<ul style="list-style-type: none"> Less desirable exit loop-type ramps Loop ramps would improve crossroad operations 	<ul style="list-style-type: none"> Improvements can be constructed within existing right-of-way 	Dismiss

TABLE 2-2d

Interchange Options Evaluation